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In Reply Refer To:  
1525 (BC-653) P

July 31, 2003

EMS Transmission  
Instruction Memorandum No. BC-2003-055  
Expires: 09/30/2004

To: State Directors and All Field Office Officials  
Attn: Deputy State Director for Administration; Assistant Director, FA-100

From: Director, National Business Center

Subject: Greening of Interior through Minimizing Replacement of Lead-Acid Storage Batteries  
DD: 9/30/03

**Program Areas:** Fleet Management

**Purpose:** This memorandum sets forth procedures for procuring and installing electronic modules on motor vehicles that help to prevent the deterioration of lead-acid storage batteries. Congress has asked the Bureau of Land Management (BLM) to use these modules to demonstrate a commitment to waste minimization and the prevention of possible toxic material disposal in landfills.

**Policy/Action:** Since April 2000, the Greening of Interior has been a goal for all activities. In a July 15, 2002, letter to the BLM, Assistant Secretary Lynn Scarlett directed that the BLM use electronic modules to enhance battery life whenever possible. To this end, all BLM offices are directed to install these devices on the following Working Capital Fund (WCF) vehicles unless they are planned to be, or already have been, replaced: law enforcement vehicles, fire vehicles with life cycles longer than five years, construction equipment, medium and heavy trucks, and forklifts. The vehicle historical files must be annotated that the device has been installed on the vehicle, and the files should be marked on the top edge with yellow tape to indicate that this vehicle has been equipped with a pulse module. If the module or the battery fails, a report must be made to the BLM Fleet Manager, noting the vehicle license number, the age of the battery, and the cost of replacement.

Electronic modules are available from PulseTech, 1100 South Kimball Ave., Southlake, Texas 76092. The telephone number is 817-329-6099, fax 817-329-5914. Their website is: [www.pulsetech.net](http://www.pulsetech.net). A full catalog of the manufacturer is on GSA Schedule GS-07F-0473M and they are listed on GSA Advantage. For most of our applications, the PowerPulse model will suffice and is available in 12, 24, 36, and 48 volt capacities. The part number for the 12-volt kit is 735X013 and it costs \$55.97. These devices are also available from other vendors such as BatteriesPlus. The device must match the voltage of the vehicle. Some heavy trucks and construction equipment have 24 volt systems. Electric forklifts have 24-volt or 36-volt systems. Most vehicles that are driven at least weekly will require only this basic pulse device. Under other operating or storage situations, you may need a different type of module or procedure.

- If there is a constant drain on the battery and the vehicle is not operated daily, or the vehicle is parked for a month or more with access to sunlight, the device with a solar panel charger may be required. This would be Solargizer kit 735X131 for \$67.17
- If the vehicle is parked for a month or more and 110 volt power is available, the external powered pulse device may be required. This would be RediPulse kit 735X261 for \$55.97.
- If the vehicle is parked for a month or more and 110 volt power or sunlight is not available, either the basic device can be used and the vehicle started and warmed up at least once a month, or the pulse device can be disconnected during the storage period.

These devices should be installed on the vehicles as soon as possible, but not later than September 15, 2003.

The module should be moved to a replacement vehicle if it is still functioning. New modules can be purchased for additional vehicles, or if a module is out of warranty and fails.

The modules and installation can be charged to the WCF. Modules for those classes of vehicles not listed above may be purchased and installed by the benefitting activity. The devices can be installed locally with common hand tools, but a qualified mechanic may be used if necessary. Installation time for the basic installation should be 30 minutes.

Please submit a list of all vehicles these devices have been installed on and the cost of the installation to the BLM Fleet Manager by September 30, 2003. If modules are backordered, those vehicles awaiting modules must be identified, along with the estimated cost.

For future years, all battery replacements must be reported in a format to be announced.

**Budget Impact:** The vehicle use rates paid by field offices may rise less than one percent in FY 2004 because of this action and may decrease in following years because of costs avoided in replacing vehicle and equipment batteries.

**Background:** Lead-acid storage batteries are used in most vehicles and equipment. Age, heat, and deep discharge cycles contribute to a loss of efficiency and capacity of these batteries, requiring replacement. Many of our vehicles are replaced before the batteries require replacement. However, those vehicles that we keep for many years, such as fire vehicles, construction equipment, heavy trucks, and forklifts, will require the battery replacement at some time during their life cycle with the BLM. The electronic module may eliminate the need to replace these batteries. These modules have been evaluated on dozens of BLM vehicles with positive results.

**Manual/Handbook Sections Affected:** BLM Guidebook 1520-3, Fleet Management, New Reporting Requirement (new addition).

**Coordination:** This IM was coordinated among the BLM Fleet Manager in the National Business Center's (NBC's) Property Operations Branch; the WCF Manager in the NBC's Financial Programs and Investments Branch; and the Washington Office Property, Acquisition, and Headquarters Services Group.

**Contact:** For operational/policy issues, please contact Tom Jatko, BLM Fleet Manager/Equipment Specialist, at (303) 236-9456; for further policy clarification, contact Jim Crews, NBC's Property Operations Branch, at (303) 236-4676.

Signed by:  
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